



## Who keeps on cruising? Changes in lifestyle and driving style over a 5-year period among young male drivers

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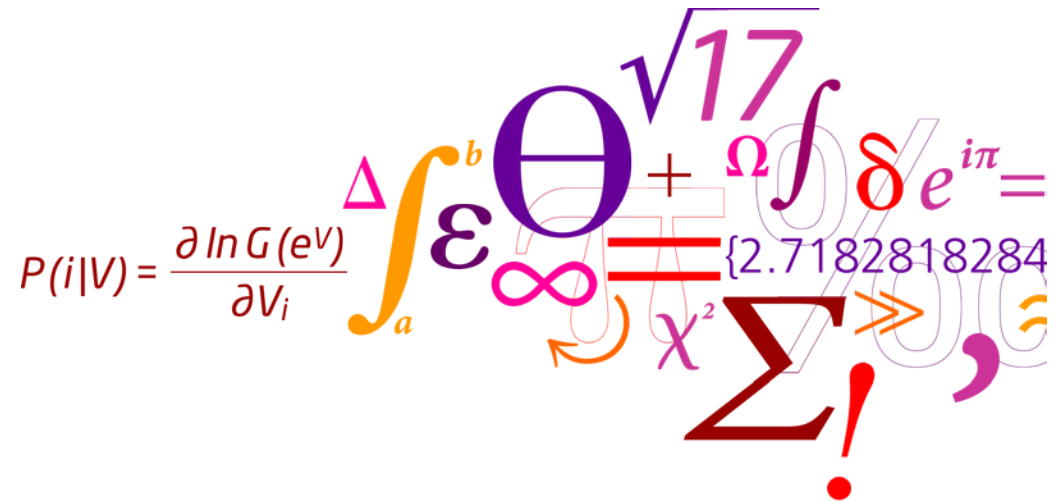
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# Who keeps on cruising?

## Changes in lifestyle and driving style over a 5-year period among young male drivers

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$$P(i|V) = \frac{\partial \ln G(e^V)}{\partial V_i} \int_a^b \epsilon \Theta^{\sqrt{17}} + \Omega \int \delta e^{i\pi} = \{2.7182818284\}$$

The image contains a complex collage of mathematical symbols and formulas. The primary formula is  $P(i|V) = \frac{\partial \ln G(e^V)}{\partial V_i}$ . Other visible symbols include  $\int_a^b$ ,  $\epsilon$ ,  $\Theta$ ,  $\sqrt{17}$ ,  $\Omega$ ,  $\int$ ,  $\delta e^{i\pi}$ ,  $\{2.7182818284\}$ ,  $\infty$ ,  $\chi^2$ ,  $\Sigma$ , and  $!$ .

# Why look at cruising?

Cruising = 'driving around with friends just for the fun of it'

- Despite overall improvements in road safety levels in recent years:

Young drivers (esp. male) still overrepresented in accident statistics

- Key reasons: Lack of experience
- But: Gender differences point to additional reasons

# Additional reasons

- Motivational and attitudinal factors
- Vulnerability to social influences from peers
- Lifestyle factors:
  - Relationship between leisure activities, driving style and problem behaviour (Møller & Sigurðardóttir, 2009)

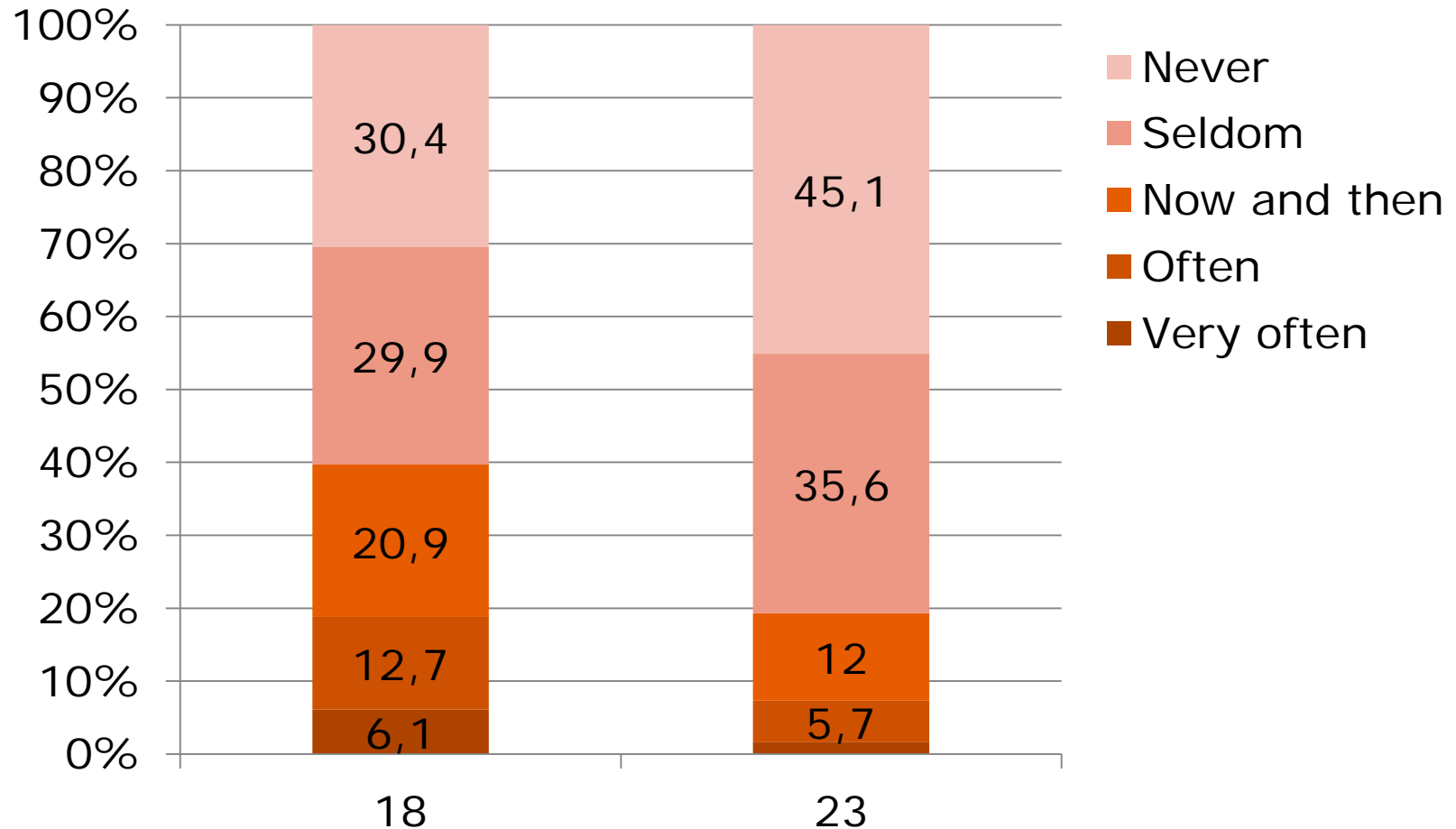
# Main research questions

- How does engagement in cruising changes from 18 – 23?
- How do people who keep on cruising differ from those who reduced cruising or never cruised?
- Is it possible to predict who will keep on cruising to identify starting points for preventive measures?

# Method

- 379 posted questionnaires completed by same male drivers at the age of 18 and again at the age of 23 (licensed between 6 and 12 month)
- Questionnaire:
  - Car use
  - Driving style
  - Leisure activities
  - Problem behaviour
  - Socio-demographics

# Changes in Cruising



# Cruising and other leisure activities

- Factor analysis of leisure activities: 7 factors for both survey times
  - 4 factors were comparable: 1) social activities/party; 2) intellectual activities; 3) individual sports; 4) drug use
  - other 3 differed between both points of time
- Cruising at age of 18 loaded highest on the “social activities/party” factor
- Cruising at age of 23 loaded highest on a “rest” factor
- With 18 cruising is part of normal social life, with 23 not



# Cruiser groups

**'Non-Cruisers'**: People who did not cruise with friends at either point of time,  $n=87$

**'Former Cruisers'**: People who had cruised at the time of the first survey but reduced it to 'seldom' or 'never',  $n=149$

**'Cruisers'**: People who still cruised at the same level or even increased their level of cruising,  $n=57$

# Cruiser groups' demographics

	Non-Cruisers		Former Cruisers		Cruisers		Groups diff.	
	18	23	18	23	18	23	18	23
<b>Place of residence</b>							***	
Countryside (%)	40.2	7.0	31.1	14.1	35.7	29.8		
Big city (%)	16.1	72.1	19.6	61.7	19.6	38.6		
<b>Living situation</b>							*	
Alone (%)	1.1	20.7	4.8	20.8	1.8	33.3		
With parents (%)	95.4	12.6	92.5	9.4	91.1	21.1		
With partner (%)	0	47.1	2.0	55.0	3.6	38.6		
<b>Education (ongoing or completed)</b>							***	
Gymnasium (%)	52.1	2.6	28.8	5.9	9.3	2.1		
Technical /	15.1	6.5	52.5	25.7	57.4	45.8		
Business school (%)								
University (%)	5.5	67.5	0.7	34.6	3.7	20.8		
<b>Occupation</b>							***	
In education (%)	70.1	80.2	79.5	47.9	75.4	28.1		
Working (%)	16.1	15.1	15.8	49.3	21.1	68.4		

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# Cruiser groups' leisure activities

	Non-Cruisers			Former Cruisers			Cruisers	
	18	23		18	23		18	23
Meet friends	5.00 <sup>2</sup>	4.33 <sup>3</sup> ***		5.34 <sup>1,3</sup>	4.50 <sup>3</sup> ***		4.95 <sup>2</sup>	5.04 <sup>1,2</sup>
Team sports in a club	2.63	2.38		2.66	2.33 *		1.88 <sup>2</sup>	1.84
Read books	2.69 <sup>2,3</sup>	3.11 <sup>3</sup> *		2.03	2.67 <sup>3</sup> ***		1.75 <sup>1</sup>	1.98 <sup>1,2</sup>
Crusing	1.23 <sup>2,3</sup>	1.09 <sup>2,3</sup> *		3.06	1.48 <sup>1,3</sup> ***		3.46 <sup>1</sup>	3.30 <sup>1,2</sup>
Drink alcohol	3.48 <sup>2</sup>	3.41 <sup>3</sup>		4.15	3.65 ***		3.89	3.98 <sup>1</sup>

<sup>1</sup> significant difference ( $p < .05$ ) to group of Non-Cruisers

<sup>2</sup> to Former Cruisers

<sup>3</sup> to Cruisers

# Cruiser groups' leisure activities

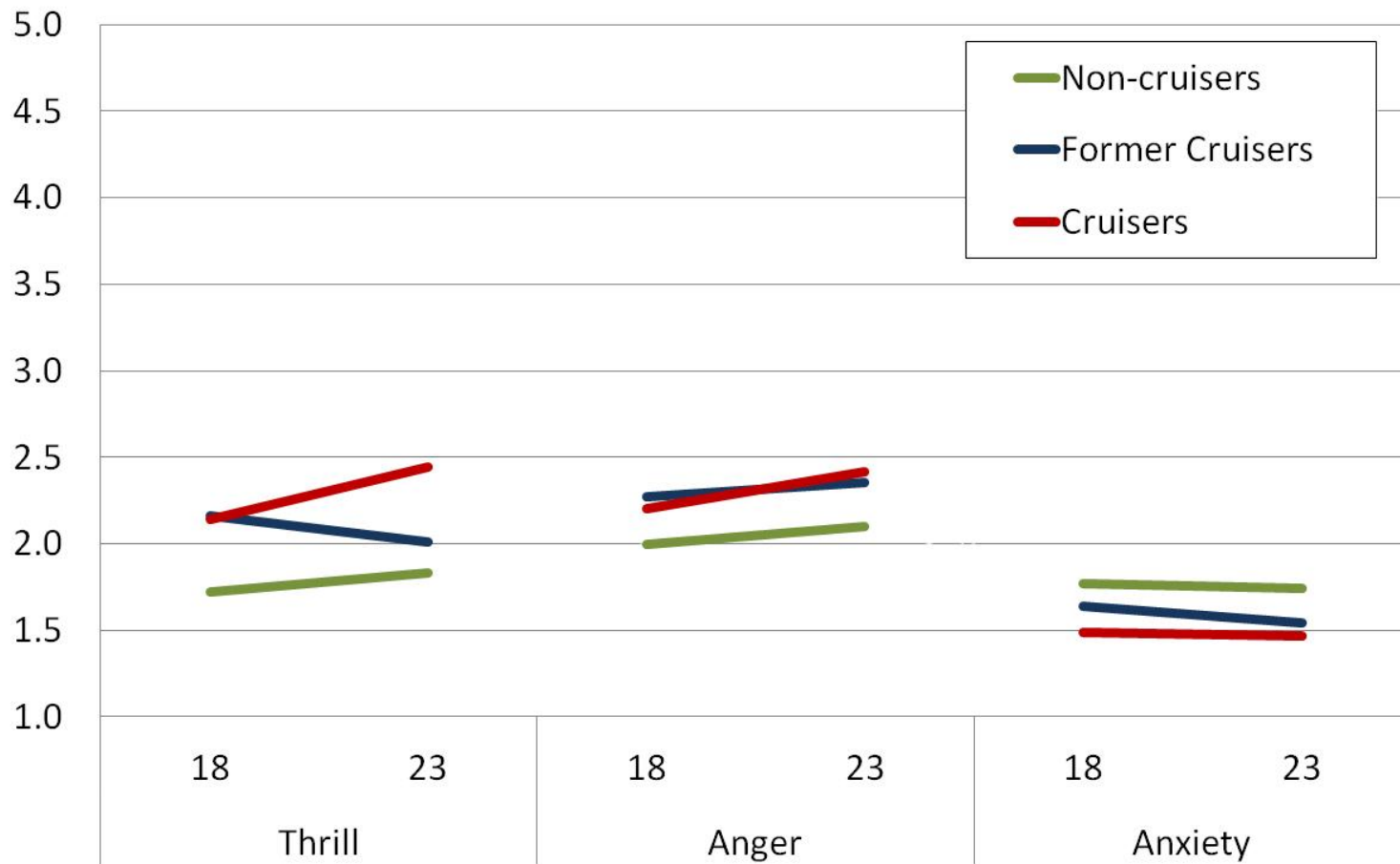
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# Cruiser groups' driving style



# Cruiser groups' problem behaviour

Variable	Non-Cruisers			Former Cruisers			Cruisers		
	18	23		18	23		18	23	
Accident ever (%)	8.0 <sup>3</sup>	25.3 <sup>3</sup>	**	16.2	34.5 <sup>1,3</sup>	***	16.1 <sup>1</sup>	42.1 <sup>1,2</sup>	***
Fine traffic convictions last 6 month (%)	8.0 <sup>3</sup>	2.3 <sup>2,3</sup>		15.0	8.7 <sup>1,3</sup>		17.9 <sup>1</sup>	19.3 <sup>1,2</sup>	
Fine traffic convictions ever (%)	9.3 <sup>2</sup>	25.3 <sup>3</sup>	**	17.7 <sup>1</sup>	45.6	***	25.0	54.4 <sup>1</sup>	***
Drink driving last 12 month (%)	25.3 <sup>2</sup>	12.6 <sup>3</sup>	*	39.9 <sup>1</sup>	20.8 <sup>3</sup>	***	38.6	35.1 <sup>1,2</sup>	
% "always" safety belt on motorways	100 <sup>3</sup>	100 <sup>3</sup>		94.0	93.9		87.7 <sup>1</sup>	87.7 <sup>1</sup>	
... on country lanes	97.7 <sup>3</sup>	98.9 <sup>2,3</sup>		87.2 <sup>1</sup>	87.8 <sup>3</sup>		78.9 <sup>1</sup>	68.4 <sup>1,2</sup>	
Friends' disapproval of..									
drink driving (%)	97.7 <sup>2,3</sup>	96.6 <sup>3</sup>		88.5 <sup>1</sup>	92.6 <sup>3</sup>		84.2 <sup>1</sup>	78.9 <sup>1,2</sup>	
driving w/o. safety belt (%)	35.6	48.3 <sup>2,3</sup>		29.7	32.9 <sup>1,3</sup>		19.3	19.6 <sup>1,2</sup>	

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# Predicting to keep on cruising

- Logistic regression analysis: which factors at the age of 18 related to either keep on cruising or have stopped/reduced cruising 5 years later (Nagelkerke's  $R^2 = .30$ )
- Only 3 out of 22 predictors were significant:
  - Meeting friends in a sports club (-) \*\*\*
  - Meeting in a car (+) \*\*
  - Living alone (-) \*

(Non-sign. variables: driving style, problem behaviour, own and friends' interest in cars, other meeting places with friends, other socio-demographic variables)

**Importance of life style related motivational factors for driving behaviour among young drivers is confirmed.**

**Need to identify additional factors predicting differences in cruising and other safety-related driving behaviours at an early age.**